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FOREIGN REPRESENTATIVES

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FRIDAY, SEPT. 15, 1916.

For President
WOODROW WILSON
For Vice President
THOMAS R. MARSHALL

THE EIGHT HOUR DAY LAW

IN THE DISCUSSION by which President Wilson laid the foundation to avoid a disastrous railroad strike, he said that the eight hour day is the socially approved work day.

Scarcely anybody will dispute the assertion. Long since most of the governments of the United States made statutes requiring eight hours as the legal day for public employes.

It has long been the legal day for such employes in Bridgeport and in Connecticut. It is the legal day for Federal employes. The letter carriers who work for the nation, and the policemen, who work for the city, work eight hours.

Most of the crafts in American cities have the eight hour day, such as carpenters, plumbers, masons, and other skilled men. They have it in Bridgeport.

Recently substantially all the crafts made a demand for an eight hour day, which was readily granted by the employers, not as a matter of force or necessity, but because of the belief that the eight hour day can be made about as productive as the ten hour day, and because the knowledge was general among employers that Bridgeport, if it should maintain unfavorable conditions, would see its best workmen drifting rapidly to other communities.

The Federal system has its advantages, and disadvantages. Among its disadvantages has been the difficulty of acquiring unity of laws. Nowhere has this difficulty been more pressing than in the labor field.

The real argument against eight hours has been that those who gave it, placed themselves in a degree, or ran the risk of placing themselves, disadvantageously with respect to concerns employing men for ten or more hours.

A federal eight hour law, lying level across all occupations of the classes to be covered, would be advantageous in securing fairness in competition.

But the state of public opinion has not seemed to Congress, and perhaps would not seem to the supreme court, sufficient to warrant an amendment to the constitution, by legislation, or by judicial fiat, covering all occupations.

The railroad field is different. The principal of government power of regulation, down to almost every detail, is well recognized in the law, and by the construction, or amendment, which the supreme court has given to the constitution.

The right to regulate hours and wages is at least as certain as the right to fix rates and prescribe service. Service may be prescribed, even though it yield no profit, subject of course to the right of the corporation to abandon its franchise.

Indeed, the railroads themselves have seen the difficulty that existed, while government actually prescribed rates and service, but not hours and wages.

There has been some injustice in the regulation of railroad rates. The rates have been prescribed for groups of railroads, instead of for specific properties, with the result that in some cases some roads have received too much, and others too little.

Now that the government has taken over the task of considering the whole situation, difficulties will be fewer. If any railroad, under eight hour conditions, cannot pay a fair return on the value of the property used for the public, it should and will receive rates necessary to the proper and just return.

The public has no rights in the matter other than this.

The public will no more object to meeting the cost of an eight hour to the semi-public employes of railroads, than it objects to meeting the same conditions with respect to workers who are employed by the public direct.

In this connection it should not be forgotten that some very employes of them in Bridgeport—believe in the eight hour day, as a principal. It is unnecessary to refer to the views of such employes as Henry Ford and Thomas A. Edison, who have each declared their support for the railroad legislation, and who each had notified their intention to vote for Woodrow Wilson.

The employing class are specialists, and very busy men. They have not always had opportunity to acquire the facts necessary for a broad grasp of industry, and of its economies. They share with other men a hatred of innovation, and are inclined to take unreasoned view of the railroad eight hour law. Upon a closer study these men will conclude that the legislation is as sound as it was necessary and they will live to give it their hearty commendation.

THE WARRENITE GRABS

THE PEOPLE of New Haven tried Warrenite. The New Haven Commission in charge of paving pronounces the material inferior to three inches of asphalt on old macadam, and lays three inches of asphalt at 84 cents a yard.

Bridgeport has been paying for two inches of Warrenite on old macadam, \$1.20 per square yard, with extras amounting to an average cost of \$1.52.

The people of Essex County, New Jersey, tried Warrenite, through the actions of men who had been elected to public office, until there was a revolt, and an investigation by a legislative committee. This committee found facts of waste, extravagance and favoritism so gross, they directed the attention of the prosecuting authorities of the county to their conclusions.

Warrenite had its day in Providence. And there it received the unfavorable comment of the mayor, who compelled competition to be restored.

The latest community in which the Warrenite impudence has been pierced with shafts of scientific criticism is Boston, by Consulting Engineer, Guy Emerson, whose conclusions have been printed in The Farmer.

Mr. Emerson says that a proper cost for laying this type of pavement is 64 cents a yard. He speaks not of Warrenite, but of Bitulithic, which is sold by Warren Bros., as superior to Warrenite.

In the most sweeping way, Mr. Emerson disposes of the Warren Bros. claim that their pavement weighs 186 pounds to the square yard, by showing that it is physically impossible that it should, and by producing 12 samples, taken from various highways, which weigh but 32 pounds per square yard.

Then he shows that stone and sand are cheap, and asphalt expensive, and that if Warrenite did weigh 186 pounds to a square yard, it would simply mean that costly asphalt had been unduly replaced by cheap stone and cheap sand.

Topeka and asphalt specifications, thickness for thickness, and grade for grade, cost more to produce than Warrenite.

Mr. Emerson concludes with this statement: "The cost of bitulithic in Boston, including labor, materials and plant charges does not necessarily exceed 64 cents per square yard, two inches thick."

Mr. Emerson asks the people who sell this pavement to tell the public what those other costs are, that make the pavement so extraordinarily costly to those who buy it.

BEARDSLEY FOR GOVERNOR

THERE IS a certain spontaneity in the demand for the nomination of Judge Morris B. Beardsley as Democratic candidate for governor which augurs well for the future. Connecticut is in the land of steady habits. It prefers for gubernatorial candidates drafted men, rather than volunteers. Judge Beardsley, if he consents to accept the Democratic nomination, will undoubtedly receive it, not by any wish of his own, but by compliance with a demand which is almost the equivalent of a command.

Such a selection will be especially grateful to Fairfield county, which has not in some time been recognized at the head of the Democratic ticket. And it will be pleasing to Bridgeport, that it is the home of one who will be the next chief executive in this commonwealth.

In former days Judge Beardsley took an active interest in Democratic politics. His interest was characterized by dignity and breadth far removed from partisanship.

Of late years he has lived aloof from political activity, a point entirely in his favor, since it separates him from the re-terminations of factional difference.

In Judge Beardsley the Democratic party would have a candidate satisfactory to the great mass of voters. Against him no attack can be directed. He is a sound, honest man, of fine appearance and of excellent address, whose social and economic views bring him abreast of the great crusade the Democratic party has waged in the nation to restore the people's government to the people.

PROGRESSIVES IN ALL
PARTS OF U. S. FLOCK
TO WILSON'S SUPPORT

Wilson sentiment among Progressives and Independent Republicans has literally swept the country during the past week. From coast to coast, Progressives who originally bolted the Republican party for principle, and Independent Republicans opposed to the machine bosses within their own party, have publicly repudiated the reactionary element in control of Candidate Hughes' presidential campaign and have enthusiastically rallied to the Wilson standard.

Many factors occurring within the past week have materially contributed to the marked trend to President Wilson. During the week the Associated Committee of Progressives, assisting in the campaign for the re-election of Wilson and Marshall, issued a special message to Progressives throughout the country. Their statement of the issues, written by Progressives from the Progressive point of view, is entitled "President Wilson, a True Progressive."

In their frank talk with fellow Progressives they propound the pertinent question:

"Is it not the duty of all Progressives of the great 1912 movement to support President Wilson as a Progressive?"

And they conclude by asking: "How can any true Progressive hesitate to support President Wilson for re-election in the face of this impressive and illustrious record of consistent devotion to the ideals of the Progressive movement?"

California. The situation in California is briefly summed up in a telegram from Francis J. Heney, member of the committee of Progressives co-operating with the Democratic National Campaign Committee, to Acting Chairman Heney of the National Progressive Committee.

Mr. Heney reports that the defection of the California Progressives from the Hughes' standard is even greater than was at first anticipated. He says: "Hughes' visit to California, the cradle of Progressivism, was everywhere staged as an affront to Progressives. Old time leaders of the reactionary crowd managed his meetings and were at his side on all occasions. Standpat newspapers lauded it as coming from the lap of the Old Guard and praised his speeches. Progressive leaders were given no recognition and merely pushed into the background, Hughes' solemn silence apparently giving consent."

Neither has the belated telegram of congratulations from Candidate Hughes to Governor Johnson in the slightest mollified California Progressives. They pointed out that the time for Hughes to have spoken was when he was in California before the primaries demonstrated the strength of Governor Johnson and that his tardy recognition of Johnson after the latter's victory merely stamps the Republican Presidential candidate as a flagrant opportunist. Thousands of Governor Johnson's supporters are for Wilson.

Idaho. Idaho's former Progressive National Committee member, Col. James M. Rogers, has repudiated Hughes and Roosevelt. The statement of the former Progressive National Committee member announcing his position said in part: "I quit the Colonel after he deserted our party and requested me to support Candidate Hughes, who believes in giving the Standard Oil and all other monopolistic combines a free hand. So if our people are really

pro-Republican, they should support the Progressive National Committee member, Col. James M. Rogers, who has repudiated Hughes and Roosevelt. The statement of the former Progressive National Committee member announcing his position said in part: "I quit the Colonel after he deserted our party and requested me to support Candidate Hughes, who believes in giving the Standard Oil and all other monopolistic combines a free hand. So if our people are really

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nia's favorite son," Crocker's only distinction being his offensive politics and the act that he inherited millions extorted from the people of the Pacific coast."

The trend of Pennsylvania Progressives toward Wilson has been further stimulated by the Philadelphia North American's charge that Senator Boies Penrose and his followers in control of the reactionary Republican machine in that state are deliberately preparing to destroy the principal Progressive measures enacted as a result of the Progressive movement in 1912.

Rhode Island. Edwin F. Tuttle, Progressive national committeeman from Rhode Island, is the latest of the prominent Progressives of that state to join the revolt against Hughes. In a letter to Matthew Hale, acting chairman of the Progressive National Committee, Mr. Tuttle says in part:

"I congratulate you upon your refusal to submit to the shameful betrayal of the men and women of the Progressive party to the old guard led by Crane, Smoot and Penrose. I further congratulate you on your determination to support that tired and true Progressive, President Wilson."

Wisconsin. Prominent among the Republicans of Wisconsin who have declared for President Wilson is Frederick Teal, of Racine, who was a candidate for delegate to the Republican National convention on the La Follette ticket. "I am going to vote for Wilson because I think his administration has been a most excellent one. I think he is entitled to a great deal of credit for keeping us out of war with foreign nations and he has accomplished this without any sacrifice of national honor."

ALASKAN BARK,
200 ON BOARD,
GOES ON REEF

San Francisco, Sept. 15.—The Alaska Packers' bark Star of Chile, en route from Bristol Bay, Alaska, with the season's catch of salmon, for San Francisco, was reported today to be in the breakers off Point Pedro, 25 miles south of the Golden Gate. On board the vessel over 200 cannery hands are thought to be returning to this port.

News of the bark's danger was brought here by a fisherman who said that the vessel appears to be in danger of being swept on the rocks, but that a dense fog closed in and hid her from view.

Tugs were sent from San Francisco to the vessel's assistance. When last seen, the Star of Chile was three quarters of a mile off shore and her crew was signalling for help.

Aviators Near Death
In Bomb Maneuvers

San Diego, Cal., Sept. 15.—Lieut. Herbert Dargue and Lieut. William Robertson of the North Island aviation school, it became known today, had narrowly escaped from death here last night during a night bomb-throwing flight when, at a height of 4,500 feet the motor backfired and the aeroplane went into a "side slip," falling more than 1,000 feet before Dargue succeeded in righting it. During his final violent Dargue missed smashing into a hangar by a few feet.

With Dargue as pilot and Robertson as bomb-thrower, five pound illuminating bombs were hurled from a height of 5,000 feet, exploding over warships in the bay at a height of 2,000 feet.

STONINGTON-NEW YORK
STEAMERS PROJECTED

Stonington, Conn., Sept. 15.—There is considerable talk of the prospect of a steamboat line out of Stonington for the carrying of freight between here and New York and thence to Stonington as a distributing center for points east and north. The report is that men representing Morton F. Plant have been trying to arrange for the purchase of the New Haven road's property, the old steamboat wharf and tracks, freight sheds, etc., that go with it. An offer of \$20,000 has been refused. It is understood, and the railroad company is asking \$60,000 for the property.

OAKLEY IS RENOMINATED.

Hartford, Sept. 15.—P. Davis Oakley, of this city, was nominated for a second term as representative in Congress from the First Congressional district at the Republican convention in Putnam Palace hall today. There was no opposition.

Auto
Robes

For the cold nights that are soon due you will need a good warm robe for autoing. Our line covers a large variety.

\$4.25 to \$12.00

FACTORY PRICES

on a number of sizes in tires at the end of the season

32x3 1/2 Plain
35x5 Plain
34x4 Non-Skid.

Also a large number of gray guaranteed Tubes at

SPECIAL PRICES
33% from list

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The D. M. Read Co.

Established 1857

'Business Hours from 8:30 to 6 p.m. daily including Saturday.

As Summer Departs, Feminine Fancy
turns without regret to Autumn Clothes

Styles for early fall attract. The leading Specialty Shops on the second floor are interesting with their exhibits of new fall apparel. Two of these shops have been greatly enlarged, and are ready with preliminary openings, offering the first wanted garments.

The Shop for Coats, Suits, Gowns and Furs is much larger than last season, having a greater floor space and more room for displaying garments. It will carry a larger stock than in any former season.

Ready now:
Utility Coats for motor and general street wear.
Tailored Suits for early fall wear.
Separate Skirts and Blouses.

The Shop for Millinery is several times as large as in its opening season, last year. The showing of trimmed hats is now very large and contains the velvet and velour broadbrims, with the little coquettish turbans that women find so comfortable. A fall hat is the first thing wanted. A different hat changes the entire costume. Come and see. One learns styles by personal inspection.

Second floor.

At the Art Section

Black Silk Bags, stamped for beadwork embroidery. These useful and elegant bags are all made and lined. All that is to be done is to apply the steel beads, \$1.25, \$1.50, \$2.00.

Spun Silk for crocheting sweaters, scarfs, etc. The colors are in exquisite pink, blue, lavender, green and rose. Also white, 50 cts.

There is a new Crochet Hook with a cork handle, very flexible and pleasant to work with. Handle and three hooks, 15 cts.

New Books for Tatting and Crochet work.

Third floor.

Candy Section

Wilbur's Vanilla Chocolate, for eating or making drinks, half-pounds, 25 cts.
Almond Chocolate, 10 cts.

Table Favors for showers, birthdays, and other festivities.

Fancy Nut and Bonbon Cups, Place Cards, Joker Tricks and Puzzles.

Main floor.

Large Size Oblong Splint Clothes Baskets
extra strong
69 cts

Handy Kitchen Set
Parer and Corer
Vegetable and Fruit Slicer
Decorating Knife
10 cts, set of three

Basement.

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Established 1857

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FAIRFIELD AVE. VARIETY STORE BROAD ST
CO-OPERATIVE—CAR FARE FOR CUSTOMERS
PROFIT SHARING WITH EMPLOYEES

SPECIAL SALE BETWEEN 9 AND 10 A. M. ONLY

At 33c—Yard wide Cheese Cloth.
At 43c—Merrimac Light Prints.
At 53c—Challies and Dress Goods for comfortables.
At 63c—Yard Wide Bleached Muslin.
At 73c—Amoskeag Apron Gingham.
At 83c—Heavy Bleached Twilled Donet Flannel.
At 93c—English Long Cloth, regular shilling kind.
At 103c—Extra good Cotton Batting.

SPECIAL SALE BETWEEN 9 A. M. AND 12 M. ONLY

At 94c—Lot extra quality Mechanical Trains complete.
At 11c—Pilling & Madeley 15c Black Socks.
At 45c—Men's Natural Ribbed Underwear.
At 72c—White of Gray Blankets for single beds.
At 27c—Bungalow or Coverall Aprons.
At 9c—Hemmed Turkish Towels.

PRESENTS WILL BE GIVEN BETWEEN 1 AND 6 P. M. TO PURCHASERS OF ONE DOLLAR'S WORTH OR OVER

SPECIAL BARGAINS BETWEEN 6 AND 9 P. M. ONLY

At 55c—Big Cotton Bats—one fills a comfortable bed.
At 8c—Several kinds Canvas Gloves.
At 8c—Extra fine Handkerchiefs for men.
At 47c—Large Glass Lanterns.
At 9c—Our fine Germantown Yarn.
At 23c—Small Bench Vises, very handy.
At 89c—Axes with long or short handle.
At 64c—Genuine Stillson Wrenches.

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